

Charlotte Department of Transportation

Memorandum

Date: January 17, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-004: Located on the northeast corner of North Davidson Street and East 36th Street (revised 12/21/07)

We previously commented on this petition in our November 27, 2007 memorandum to you.

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and appears to support the Centers, Corridors and Wedges land use strategy as increased activity in a Corridor.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

We previously reported that this site could generate approximately 1,800 trips per day as currently zoned and that under the proposed zoning the site could generate approximately 4,300 trips per day. We have re-evaluated the trip generation for both existing and proposed zoning scenarios and have determined that under existing zoning the site could generate approximately 2,360 trips per day and under the proposed zoning approximately 2,900 trips per day. This will not have a significant impact on the surrounding thoroughfare system and we will not be requesting the developer to submit a Traffic Impact Study (TIS).

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Mercury Street is classified as a local residential street requiring a minimum right-of-way of 50 feet. The existing 30-foot right-of-way is not adequate to accommodate the required street cross section. We request that the developer/petitioner convey right-of-way in fee

simple title to meet the minimum requirement, measuring 25 feet from the centerline of the roadway. (*Previous review comment*)

2. It is noted on the plan that, "...service access must be provided from Mercury Street. The Petitioner agrees to limit delivery times and truck sizes to minimize conflicts with the surrounding area." Mercury Street and North Alexander Street are residential streets and are not to be designed for use by commercial vehicles accessing this site. This type of access needs to be on Davidson Street or 36th Street that are both minor thoroughfares. A driveway designed to serve only passenger vehicles can be approved on these local residential streets. Commercial vehicle access to the loading dock/service areas needs to be provided through the parking deck driveway on North Davidson Street. (*Previous review comment*)
3. A well-designed internal sidewalk is needed to connect the Mercury Street sidewalk with the development's plazas. (*Previous review comment*)

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The proposed sidewalk on Mercury Street needs to connect to the existing curb ramp on North Davidson Street. Where there is not sufficient right-of-way to construct the sidewalk, the petitioner needs to obtain a construction easement and permanent sidewalk easement from the adjacent property owner. (*Previous review comment*)

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
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Rezoning File